

MGF/TF Wiper Linkage

The standard MG wiper linkage will eventually wear out and need replacing. Rather than use the standard part we have re-engineered the linkage using stronger and longer lasting components. All the parts that can wear out can be replaced at a later date from our stock, but we doubt that you will need to replace the new design as the parts are substantially better.

Tools required:-

Socket set, pipe grips, hacksaw, electric drill, 8mm drill, large countersink kit, spanners, Loctite or similar nut locking adhesive.

- Remove the wiper blades.
- Remove screen scuttle panels by removing the small cover caps and removing the self-tapping screws. The cover caps usually get damaged on removal so purchase new ones if required. NOTE. The scuttle panel is clipped under the glass at each corner, carefully ease out the corners without forcing as the scuttle panel can snap at the ends.
- Remove the large nuts from the wiper spindles
- Lift the bonnet and remove the plastic cover panel
- Undo the M6 bolt holding the wiper motor to the bulk head
- Note the position of the wiper rods in relationship to the spindles/mounting pivots. Lever off the rods from the assembly undo the wiring clip and release from the loom, remove the assembly from the car.
- Clamp the spindle arms in a vice and drill out the rivet pivot studs, ditto for the centre pivot. *Fig 1*
- Counter sink the centre bracket for the set screw supplied. The head must be flush with the bracket. *Fig 2*
- Fit the new rod ends onto the countersunk 8mm screw supplied and tighten the lock nut using a small amount of 'Loctite' nut adhesive. Cut off the remaining length of screw to leave it flush with the lock nut. *Fig 3*
- Set the length of the cranked rod to match the original rod length and orientation and lock the nuts. Fit to the spindle arm with a flat washer either side and nyloc nut. *Fig 4*
- Set the centre cranked bracket to align with the two marks on the motor bracket, (*Fig 3 marks highlighted with white paint*) fit the straight rod to the wiper spindle with a washer either side and nyloc nut
- Refit the assembly (*Fig 5*) to the car and adjust the straight rod to remove any excess backlash, One end has a left-hand thread to allow this and tighten the lock nuts.
- Check the mechanism does not foul the body work or bulkhead, if extra clearance is required then use the spacer washers supplied to pack the motor forward on the mounting bracket and tighten the M6 set screw.
- Refit the under bonnet inspection panel, screen scuttle panel, wipers and check operation.



Fig 1



Fig 2



Fig 3



Fig 4



Fig 5